BIKEABILITY AND WALKABILITY AUDIT

for

THE CITY OF UNION POINT

June 2007

Prepared by the Northeast Georgia Regional Development Center

Bikeability & Walkability Audit

Union Point, GA

1. Executive Summary

This bikeability/walkability audit addresses obstacles to safe and convenient cycling and walking opportunities in Union Point, Georgia, and provides recommendations on combating these hardships to make the community a better place to access without using an automobile. With a shrinking population and declining economy (both due to the closing of a major employer), Union Point has recently focused on promoting its small-town charm as a means to encourage economic development and increase quality of life. The city has an adequate infrastructure for cycling, but lacks high-quality walking facilities, and is ripe for an increase in the amount of trips - for leisure and transport purposes - made on foot or by bicycle.

Current conditions feature low traffic volumes and speeds, generally pleasant and respectful drivers, and a relatively flat topography that should not prohibit many citizens or visitors from walking or bicycling. However, while streets are typically wide enough and well-enough maintained to be friendly to cyclists, pedestrian traffic encounters a more difficult, and in some cases dangerous, experience. Where present, sidewalks are often narrow and/or in disrepair, and crosswalks are often lacking.

The implications of this are two-fold. First, unsafe walking or riding conditions expose residents and visitors to dangerous experiences and jeopardize health and well-being. Second, perceptions of low safety and/or convenience will lead to a low number of walking and cycling trips made, both for leisure and as transportation.

However, Union Point has an opportunity to become a more walkable and bikeable city through long- and short-term planning efforts, smart investment of public dollars in necessary infrastructure, initiation of programs aimed at improving safety and convenience, and increased enforcement of traffic regulations.

The Northeast Georgia Regional Development Center has prepared this audit for the City of Union Point as part of a nationwide trend toward bicyclist- and pedestrian-friendly, accessible, and healthy communities.

2. Introduction & Background

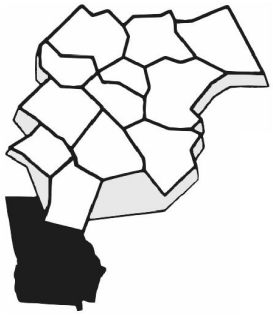
2.1 Introduction

Bikeability and walkability are indicators of a community's quality of life. They are important components of public health and safety, environmentally-sensitive transportation, economic vitality, and neighborly interaction. Communities that foster safe and convenient cycling and walking connections between neighborhoods, schools, employment centers, and recreation and shopping areas are making long-term investments in social, economic, and environmental wellness.

A bikeability/walkability audit focuses on how to counteract obstacles to safety and convenience, both physical and behavioral, for non-automobile travel and recreation.

2.2 Partners

This document was produced by the Planning Department of the Northeast Georgia Regional Development Center for and in conjunction with the City of Union Point using funding from the Georgia Department of Transportation. Mr. Lee Nelson, Union Point's Better Hometown Program manager, was integral throughout the process, providing guidance and assistance in many areas.

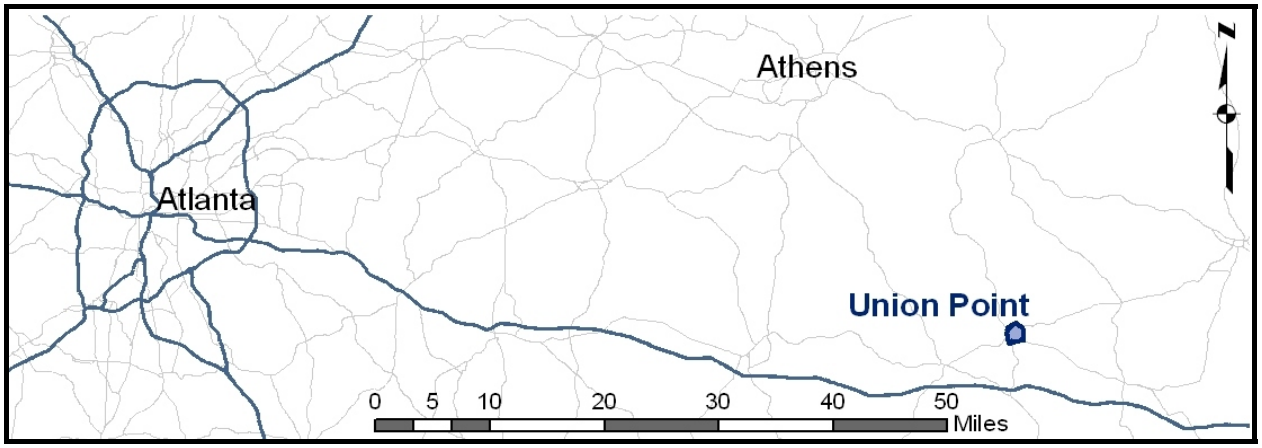


NEGRDC

GDOT
Keeping Georgia on the Move

2.3 Union Point

Union Point, Georgia (population 1,645; US Census 2005 estimate), is located approximately 30 miles SE of Athens and 75 miles E of Atlanta in Greene County. Though the City recently lost a major employer, it is in the midst of a concerted effort toward establishing an identity as a regional destination for arts, dining, and other forms of tourism. Recent and current investment and redevelopment in downtown Union Point are coordinated and bolstered by Union Point's Better Hometown Program.



Bicycle and pedestrian traffic in Union Point is low, though increased downtown activity and investments in infrastructure (especially for walking) will likely increase non-automobile transportation and recreation travel.

2.4 Lamb Avenue Plan

A joint project of the Georgia Department of Community Affairs, the Georgia Trust, and the University of Georgia produced a Lamb Avenue improvements plan, which addresses streetscaping and architecture along Union Point's main automobile thoroughfare.

Lamb Avenue/US Highway 278 currently exhibits relatively low traffic and speeds, but is otherwise unsafe and aesthetically unappealing for foot travel, though bicycling on the route would not present significant problems for intermediate and experienced cyclists. This plan proposes walkable connections, facade treatments, and streetscape installations to improve both the safety and physical appearance of the corridor, making Lamb Avenue a destination for tourism and economic development.

This audit will extend beyond these goals and provide specific recommendations to improve safety and convenience in bicycle and foot travel, and the Lamb Avenue corridor will be addressed in detail. The ultimate goals of increasing the quality of experience for existing users and of encouraging non-users to begin to walk and bicycle within Union Point will be paramount to success in this project.

2.5 What is a Bikeable and Walkable Community?

A bikeable and walkable community is one in which residents and visitors are safe and feel safe using an interconnected, functional, and attractive system of bicycling and walking routes. Goals of bikeability and walkability can include reducing the environmental impacts of daily transportation, improving public health through increased exercise and improved safety, empowering the transportation-disadvantaged with greater mobility, generating tourism and economic activity by attracting foot and bicycle traffic into town, and creating a setting that fosters citizen interaction.

3. Bikeability

3.1 Methods

Northeast Georgia Regional Development Center staff cycled predetermined routes throughout the community and completed a bikeability checklist developed by a partnership of the National Highway Traffic Safety Administration, the Pedestrian and Bicycle Information Center, and the US Department of Transportation.

Routes were selected to link residential areas (origins) to destinations such as downtown, recreational and cultural amenities, and shopping locations (route map in Appendix 1).

The bikeability checklist (Appendix 2) facilitates an evaluation of the type and physical quality of space for cycling on each roadway, the degree of safety and comfort at intersections, attitudes and behavior of nearby drivers, and the overall ease of bicycling. It also encourages the rider to think about specific measures that he or she took to make the ride safer, such as using appropriate gear (helmet, reflective clothing, lights), obeying laws and riding predictably, and extending courtesies of the road to other travelers. Five points-based categories use a scale of 1-6 for a total possible score of thirty on each route.

It should be noted that due to the evaluator's high level of comfort and expertise as an urban/commuter cyclist, his findings involving Union Point's bikeability characteristics are not necessarily representative of the typical resident who is not as experience cycling, but usually utilizes an automobile for commuting and running errands. The experienced cyclist is likely able to navigate a dangerous route much more safely and predictably than the average recreational rider. High-experience cyclists are likely able to tolerate a less bikeable environment than would be a parent riding with young children or a beginning cyclist with little high-traffic road experience.

3.2 Routes

Northeast Georgia Regional Development Center staff identified the following routes for inclusion in the bikeability portion of this study. Routes were chosen because of their status as arterial or collector streets. Low-traffic, residential streets were not examined because they are typically safe and often feature low connectivity.

Route A: Carlton Avenue from southeastern city limits to Rhodes Street

Route B: Rhodes Street from eastern city limits to western city limits

Route C: Crawfordville Road from southeastern city limits to Washington Highway

Route D: US 278 and Lamb Avenue from western city limits to southeastern city limits

Urban cyclists typically prefer connectivity among direct, major roads (which often feature minimal topography) to slower, more circuitous local streets. However, parents with children, slower cyclists, or those just beginning to ride in town may be more comfortable riding as much of their route as possible on less frequently traveled residential streets.

3.3 Results

Bicycling in Union Point is generally safe, pleasant, and enjoyable. Though no roads have spaces dedicated to cycling, certain areas feature very wide travel lanes or shoulders, traffic is typically of low volumes and speeds, and drivers were universally respectful during the data gathering phase of this audit.

General route information follows based on the 1-6 point system laid-out in the bikeability checklist:

	Route A	Route B	Route C	Route D
There was room to walk	4	3	4	3
It was easy to cross streets	3	2	4	5
Drivers behaved well	6	5	6	5
It was easy to follow safety rules	6	6	6	6
Walk was pleasant	5	4	4	4
Total Rating, Possible 30 Points	24	20	24	23

Route A: Carlton Avenue

Route A and Route C tied for the highest-scoring, and therefore, theoretically most bikeable portions of the network identified in this audit. Though no space dedicated for bicycle travel exists, traffic is light and slow-moving, and the absence of trucks and/or buses on the roadway contributes to make this route safe and comfortable for cycling.

Specific problems include:

- Potholes
- Cracked/broken pavement
- Debris in the roadway (glass, sand, gravel)
- Slightly hilly topography

Route B: Rhodes Street

Though no dedicated space exists for bicycling along this route, low traffic volumes, slow motor vehicle speeds, and virtually no truck or bus traffic make this route a good choice for cycling.
Specific problems include:

- Potholes
- Cracked/broken pavement
- Debris in the roadway (glass, sand, gravel)
- Uneven surface/gaps
- Many stop signs along route
- Lack of sufficient road markings for wayfinding

Route C

Comprised entirely of Crawfordville Avenue, Route C exhibits very good characteristics for safe and comfortable bicycling. Traffic conditions are favorable to bicycle travel (both speeds and volumes are low) and staff witnessed no truck or bus traffic along this route.

Specific problems include:

- Potholes
- Cracked/broken pavement
- Debris in the roadway (glass, sand, gravel)

- Many speed bumps
- Lack of and confusion in following road markings
- Loose dogs

Route D: US 278/Lamb Avenue

This route consists of US Highway 278 and Lamb Avenue, the major automobile passageway through Union Point. The US278 section exhibits relatively low traffic volumes and speeds for a US highway, and Lamb Avenue, while not striped for bicycle lanes, has sufficient space for cycling along most of its span. Staff witnessed moderate truck and bus traffic along the route, but drivers acted safely and respectfully.

Specific problems include:

- Debris in the roadway (glass, sand, gravel)
- Dangerous drain grates along Lamb Avenue
- Uncertainty over where or how to ride through intersections
- Lack of turn lanes at various points
- Confusion in following road markings
- Lack of obvious bicycle parking locations along route

4. Walkability

4.1 Methods

The methods used to gauge walkability in Union Point mirror those used for bikeability. Northeast Georgia Regional Development Center staff walked predetermined routes throughout the community and completed a walkability checklist developed by a joint effort of the Partnership for a Walkable America, the US Environmental Protection Agency, the Pedestrian and Bicycle Information Center, and the US Department of Transportation.

Routes were selected to link residential areas to destinations such as downtown, recreational and cultural amenities, and shopping locations (Appendix 3).

The walkability checklist (Appendix 4) facilitates an evaluation of the type and physical quality of space for walking along each roadway, the degree of safety and comfort at intersections, attitudes and behavior of nearby drivers, and the overall pleasantness of walking. Five points-based categories use a scale of 1-6 for a total possible score of thirty on each route.

4.2 Routes

NEGRDC, with help from Union Point staff, identified six main routes for walking in Union Point, as follows:

Route A: Sibley Street and Boyd Street from Lamb Avenue to Hillard Street, as well as Fluker Street from Lamb Avenue to Sibley Street and Scott Street from Lamb Avenue to Sibley Street

Route B: Thornton Street, Witcher Street, and Veazy Street, all between Carlton Avenue and Crawfordville Road; Hart Avenue between Witcher Street and Thornton Street

Route C: Crawfordville Road from Rhodes Street to Ray Street

Route D: Rhodes Street from Crawfordville Road to Carlton Avenue

Route E: Carlton Avenue from Rhodes Street to Witcher Street

Route F: Lamb Avenue from Hillard Street to Sibley Street

These six routes provide the framework of arterial and collector streets that connect residential zones with the destination areas mentioned above. Minor residential streets, for the most part, were not included in this audit because of their relatively low traffic volumes, speeds, and hazard potential.

4.3 Results

Nearly all of the streets in this survey currently feature sidewalks, but most locations exhibit poor maintenance, lack of connectivity, and narrow (approximately two-to-three feet) walking spaces. Overall, drivers behaved well, and the walking environment on the whole is attractive; this will help the City as it promotes downtown economic activity and cultural tourism. Street crossings posed problems in several cases, and the ease of following safety rules and regulations was low in places.

General route information follows:

	Route A	Route B	Route C	Route D	Route E	Route F
There was room to walk	4	3	2	2	2	3
It was easy to cross streets	3	3	3	3	3	3
Drivers behaved well	5	4	4	3	3	5
It was easy to follow safety rules	4	3	3	3	2	4
Walk was pleasant	5	3	3	3	3	4
Total Rating, Possible 30 Points	21	16	15	14	13	19

Route A: Sibley, Fluker, and Scott Streets

The highest-scoring section in the walkability portion of this study, Route A features sidewalks, well-behaved drivers, high ease of following safety rules, and an overall pleasant experience. However, street crossings in many areas posed safety issues, and sidewalks in various locations could be better maintained.

Specific problems include:

- Cracked/broken sidewalks
- Sidewalks blocked by shrubbery
- Lack of striping or signals at crosswalks
- Lack of curb ramps/ramps in need of repair
- Difficulties crossing with crosswalks, at lights, where easily seen by drivers

Route B: Hart Avenue and Thornton, Witcher, and Veazy Streets

Route B consists of neighborhood-level streets that connect to Carlton Avenue and Crawfordville Road, serving to convey foot traffic to downtown and the Rodeo Grounds on Crawfordville Road. While much of the route has sidewalks, they are not well-maintained, nor are they entirely connective. Traffic through this neighborhood is typically light and slow, as well as respectful toward pedestrians.

Specific problems include:

- Cracked/broken sidewalks
- Sidewalks blocked by shrubbery
- Lack of connectivity (sidewalks stop and start)
- Overgrown grass and debris on sidewalk
- Parked cars blocked views of traffic
- Lack of striping or signals at crosswalks
- Lack of curb ramps/ramps in need of repair
- Difficulties crossing with crosswalks, at lights, where easily seen by drivers
- Not well lighted
- Loose dogs on Witcher Street
- Dirty/litter on sidewalks

Route C: Crawfordville Road

Route C consists solely of Crawfordville Road, a residential collector street that provides access to Union Point's Rodeo Grounds. Though automobile traffic is light, sidewalks are in disrepair and do not provide continuous coverage, and crossing the street can be difficult.

Specific problems include:

- Cracked/broken sidewalks
- Sidewalks blocked by shrubbery
- Lack of connectivity (sidewalks stop and start)
- Overgrown grass and debris on sidewalk
- Lack of striping or signals at crosswalks
- Lack of curb ramps/ramps in need of repair
- Difficulties crossing with crosswalks, at lights, where easily seen by drivers
- Not well lighted
- Dirty/litter on sidewalks

Route D: Rhodes Street

Rhodes Street, Route D, features many of the same problems as the other routes thus far examined, such as discontinuous sidewalk and poorly maintained sidewalks, difficulties crossing, and lack of ease following safety rules. Additionally, staff witnessed traffic moving at higher speeds along Rhodes Street than elsewhere in Union Point.

Specific problems include:

- Cracked/broken sidewalks
- Lack of connectivity (sidewalks stop and start)
- Overgrown grass and debris on sidewalk
- Drivers traveled too fast
- Lack of striping or signals at crosswalks
- Lack of curb ramps/ramps in need of repair
- Difficulties crossing with crosswalks, at lights, where easily seen by drivers
- Not well lighted

Route E: Carlton Avenue

Route E (Carlton Avenue between Rhodes Street and Witcher Street) parallels Union Point's railroad tracks and overlooks the Sibley Street downtown corridor. Though sidewalks are present in places, they are for the most part absent and discontinuous, and crossing can be difficult. Drivers also traveled faster here than in other areas of Union Point. This was the lowest scoring route in the walkability section of this audit.

Specific problems include:

- Lack of sidewalks along the majority of the route
- Sidewalks blocked by shrubbery, or generally too narrow for walking
- Lack of connectivity (sidewalks stop and start)
- Drivers traveled too fast
- Lack of striping or signals at crosswalks
- Lack of curb ramps/ramps in need of repair
- Difficulties crossing with crosswalks, at lights, where easily seen by drivers
- Not well lighted

Route F: Lamb Avenue

Union Point's main automobile corridor, Lamb Avenue between Sibley and Hillard Streets (Route F) conveys motor vehicle traffic through Union Point efficiently and safely. However, pedestrian traffic experience poorly maintained sidewalks, difficulties crossing, and an overall aesthetic and land use pattern that does not encourage walking (strip highway development and similar styles prevail).

Specific problems include:

- Cracked/broken sidewalks
- Sidewalks patched with gravel
- Lack of striping or signals at crosswalks
- Lack of curb ramps/ramps in need of repair
- Difficulties crossing with crosswalks

5. Implementation & Recommendations

5.1 Bikeability

Bikeability in Union Point is compromised somewhat by dearth of facilities for bicycling, though low traffic volumes and speeds tend to negate the impacts of lack of dedicated cycling space. Additionally, little variation in topography, respectful drivers, and a compact land use system all contribute to a positive environment for cycling.

To become an even safer and more convenient place for bicycling, Union Point should invest in infrastructure, education, and enforcement. Roads as currently configured do not present dedicated space for safe cycling, usually because of lack of space, but also due to the absence of striping where space is available for bicycle lanes. Additionally, residents should be educated about the rules, rights, and responsibilities of safe road use (both in automobiles and on bicycles), and laws must be enforced appropriately, evenly, and fairly when violated.

Excluding Lamb Avenue, Union Point has no functional on-road bicycling space. Further, this corridor does not provide dedicated lanes for bicycle use, but rather features wide driving lanes or shoulders. On-street bicycle travel lanes are safe and predictable spaces for cycling - sidewalks prove dangerous for bicycle riding because of the large number of curb cuts that present high likelihoods of cyclist/motorist conflicts, and many automobile lanes do not accommodate bicycle traffic safely.

The following streets should be considered strongly for construction and striping of bicycle lanes in the near future:

- Lamb Avenue/US278
- Rhodes Street

Since Lamb Avenue presently features very wide lanes, only striping may be necessary to install bicycle lanes on that route (as opposed to constructing additional pavement width), and as a state-maintained highway, the work could potentially be done by the Georgia Department of Transportation. Rhodes Street receives consideration for bicycle lanes in this study due to its ranking at the bottom of the list for bikeability. Specifically, the amount of traffic and the presence of blind curves/intersections would make on-street bicycle lanes an important safety addition here.

Another key safety measure for cycling is the condition of the roadway's surface. With the exception of Lamb Avenue/US278, streets displayed some combination of potholes and cracked or uneven pavement, and debris in the traveling area (usually pushed to the side, which is where bicycle traffic typically flows) was common to all routes. While the former problems require extensive resource allocation to fix, the latter would be ameliorated by periodic maintenance and cleaning.

Intersections along Lamb Avenue lack an intuitive route or direction through which to navigate when crossing or turning (example: Country Club Drive). This could lead to conflicts between a variety of modal types, including bicycle-automobile and automobile-automobile. Intersections should feature turn lanes or instruct bicycle traffic to turn off to the right and cross from side to side instead of waiting in the driving lane with moving automobile traffic.

Throughout Union Point, drivers were respectful and noticed the evaluator's presence, oftentimes with a wave or at least eye-contact. This helps establish the cyclist's presence on and right to use the road, and education concerning driving with bicycle traffic would compliment the City's current environment.

Training both motorists and cyclists about proper conduct while traveling is paramount to a respectful (and conflict-free) multi-use roadway environment. Examples include PR campaigns (public service announcements, press releases for publishing in local newspapers, or informal signs and fliers), "Share the Road" signs on all non-residential streets, safe cycling classes that encourage bicyclists to ride predictably and signal, and anything else that will alert all users to the presence of other types of traffic.

Another way to improve the visibility and overall presence of cyclists on local streets is to organize a safety-based, regular (the last Friday of every month at 6PM, for example) ride through town such as BikeAthens' Courteous Mass. The concept behind such rides is to alert motorists to the presence of law-abiding and respectful bicycle travel or recreation on local streets. They also help to build community and often are accompanied by a stop at a local eating/drinking establishment at the end of the ride.

Second, and more easily implemented than a focused PR campaign or signage installation, a partnership with local law enforcement must be arranged that encourages officers to stop and warn or ticket violators (both cyclists and motorists) upon all violations. A reputation for correction of inappropriate behavior on the roads will make all users, whether they are in automobiles, on bicycles, or on foot, much more secure.

5.2 Walkability

While bikeability in Union Point is currently high and can be improved with a focused application of a few investments, walkability needs to be addressed on a more wholesale level of change.

As with bikeability, in order to become more walkable, Union Point must invest in infrastructure, education, and enforcement. Sidewalks and crosswalks should be extensive, interconnected, well-maintained, accessible, visible, and signed (both for safety and way-finding purposes). Motorists and pedestrians alike should be able to know immediately the appropriate spaces for driving and walking, and should be made aware of the laws of the road through public information campaigns and educational workshops on safe walking in Union Point. Finally, law enforcement officials must take a firm position against violations relating to pedestrian issues, which can be done through both education and enforcement.

Such a combination of safe and accessible physical facilities, an informed and alert public, and the issuance of warnings and/or tickets to both offending drivers and pedestrians will make Union Point a better community for walking.

Union Point's dedicated pedestrian infrastructure (mainly sidewalks) is in disrepair and frequently lacks continuity. Sidewalks are often narrow and cracked, and striped and/or signalized crosswalks are rare. Widening, repair, and connectivity projects, as well as simple crosswalk identification through signage, must be added to improvement lists to encourage greater foot traffic and ensure safety for existing pedestrians.

Priorities for sidewalk construction should begin with the downtown area and Lamb Avenue, where most of the community's economic activity is focused. Workers and shoppers alike should be able to reach their destinations on foot by way of sidewalks and crosswalks. Crosswalks should be striped, signed, and when appropriate, signalized, at all non-residential intersections. Signalization may be necessary at various points along Lamb Avenue and Sibley Street, and at the Rodeo Grounds off of Crawfordville Road.

In addition to developing new infrastructure for pedestrian travel, Union Point should perform periodic maintenance on its existing sidewalk network and ensure that all crosswalks are sufficiently signed and signalized to facilitate safe crossings. Edging, weeding, blowing, and sweeping are important both to usability and the long-term health of the sidewalk material. In addition to being in disrepair, several sections of existing sidewalk are too narrow or otherwise difficult to navigate to be truly wheelchair-accessible. Carlton Street is an extreme example of where sidewalks are too narrow and too overgrown with vegetation to be usable. Residents and businesses should be encouraged to maintain their property so that shrubbery, grass, and other flora do not encroach on the walking right-of-way.

Connectivity is another important opportunity for improvement in walkability. NEGRDC identified two important cut-through routes in small parks that connect Lamb Avenue to the Sibley Street area, as well as a culvert-style crossing underneath the railroad tracks east of the downtown corridor.

A connection from the ball park off of Universal Drive into the Country Club Drive and Circle area would permit children to reach the park without setting foot on a road. Additionally, the Union-Point-to-Athens Rails-to-Trails project should be supported as a means to convey foot and bicycle traffic through Union Point in a safe and attractive off-road environment. These connections are important because they will allow residents to reach destinations faster and safer than roads alone; this becomes especially important to young children who can access destinations without entering high-traffic areas.

Streetscaping techniques, such as those identified in the Lamb Avenue Plan, can be used both to increase the aesthetic qualities of a corridor and to reduce the risk of bodily harm to pedestrians, cyclists, and motorists. Street trees delineate the driving corridor, provide a visual and physical buffer between pedestrians and cars, and can act to protect pedestrians against errant vehicles that may veer outside traffic lanes. Traffic islands in the middle of the street provide another opportunity for vegetative beautification, but more importantly, serve as refuge in a wide crosswalk area between far-apart corners or mid-block curbs. Lighting not only adds to the street's aesthetic qualities, but also increases safety and security for pedestrians, cyclists, and motorists at night.

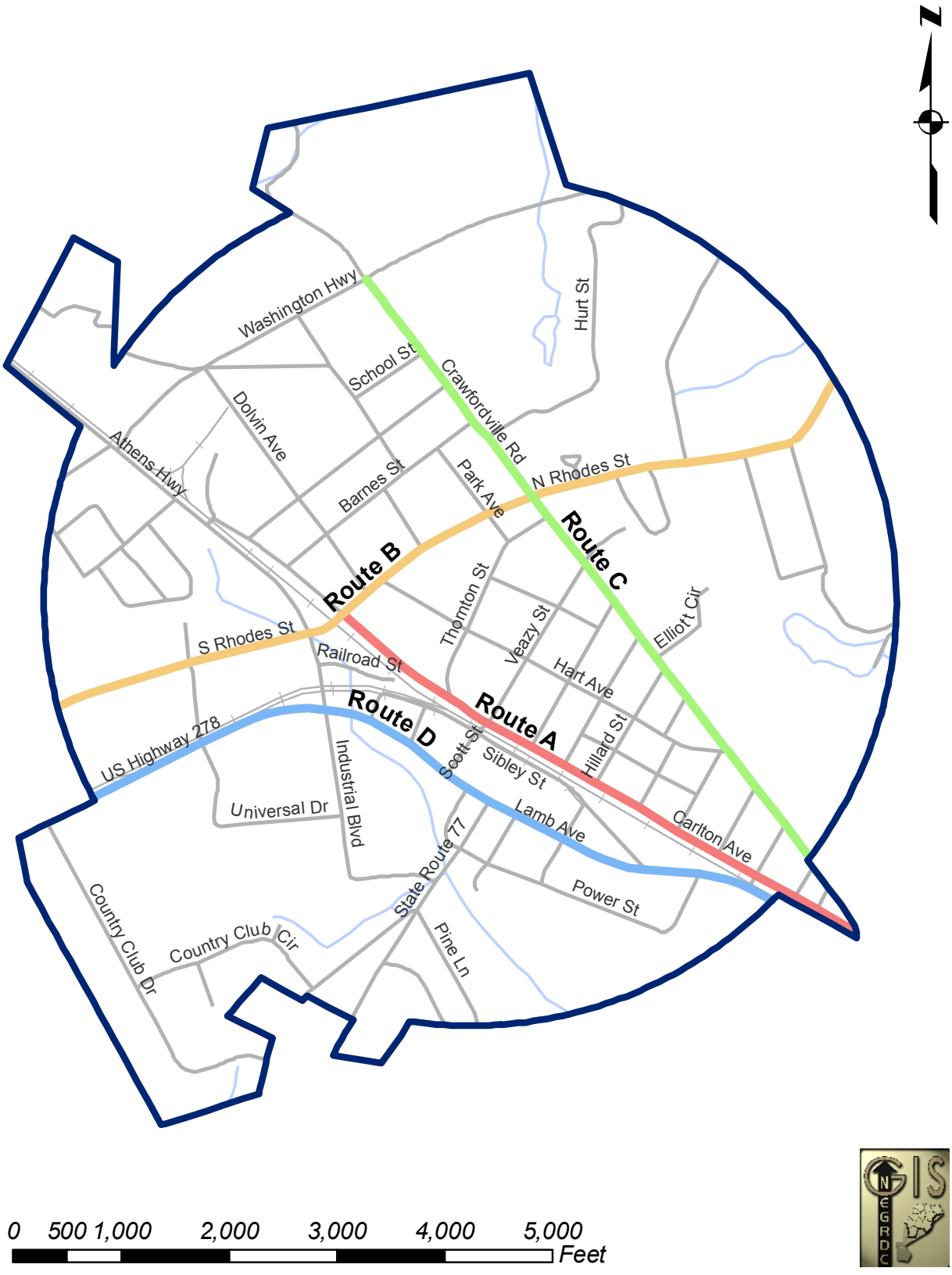
However, streetscaping should not interfere with the walking experience. On Veazy Street, part of the sidewalk in front of the Presbyterian Church has been removed for a newly planted tree. Another example of this occurs on Fluker Street, where a mail box outside the Post Office encroaches on the sidewalk. These obstacles should be removed from the public walking space or the City should consider constructing new sidewalk to skirt the obstructions.

Along these lines, streetscaping can be complemented by frequent litter and dead animal removal, and elimination of obstacles such as shrubbery, mail boxes, garbage cans and recycling bins, and utility poles from the walking right-of-way.

Finally, Union Point should require all new developments to construct accessible sidewalks and multi-

use paths between neighborhoods and greenspace. While individual projects may not immediately connect to existing sidewalk or path networks, this practice will help to pedestrianize the City as it develops or redevelops.

Appendix 1. Union Point Bikeability Routes



Go for a ride and use this checklist to rate your neighborhood's bikeability.

How bikeable is your community?

Location of bike ride (be specific): _____

Rating Scale:

1	2	3	4	5	6
awful	many problems	some problems	good	very good	excellent

1. Did you have a place to bicycle safely?

a) On the road, sharing the road with motor vehicles?

☐ Yes ☐ Some problems (please note locations):

- ☐ No space for bicyclists to ride
- ☐ Bicycle lane or paved shoulder disappeared
- ☐ Heavy and/or fast-moving traffic
- ☐ Too many trucks or buses
- ☐ No space for bicyclists on bridges or in tunnels
- ☐ Poorly lighted roadways

Other problems: _____

_____

b) On an off-road path or trail, where motor vehicles were not allowed?

☐ Yes ☐ Some problems:

- ☐ Path ended abruptly
- ☐ Path didn't go where I wanted to go
- ☐ Path intersected with roads that were difficult to cross
- ☐ Path was crowded
- ☐ Path was unsafe because of sharp turns or dangerous downhills
- ☐ Path was uncomfortable because of too many hills
- ☐ Path was poorly lighted

Other problems: _____

_____

Overall "Safe Place To Ride" Rating: (circle one)

1 2 3 4 5 6

2. How was the surface that you rode on?

☐ Good ☐ Some problems, the road or path had:

- ☐ Potholes
- ☐ Cracked or broken pavement
- ☐ Debris (e.g. broken glass, sand, gravel, etc.)
- ☐ Dangerous drain grates, utility covers, or metal plates
- ☐ Uneven surface or gaps
- ☐ Slippery surfaces when wet (e.g. bridge decks, construction plates, road markings)
- ☐ Bumpy or angled railroad tracks
- ☐ Rumble strips

Other problems: _____

_____

Overall Surface Rating: (circle one)

1 2 3 4 5 6

3. How were the intersections you rode through?

☐ Good ☐ Some problems:

- ☐ Had to wait too long to cross intersection
- ☐ Couldn't see crossing traffic
- ☐ Signal didn't give me enough time to cross the road
- ☐ Signal didn't change for a bicycle
- ☐ Unsure where or how to ride through intersection

Other problems: _____

_____

Overall Intersection Rating: (circle one)

1 2 3 4 5 6

Continue the checklist on the next page...

4. Did drivers behave well?

☐ Yes ☐ Some problems, drivers:

- ☐ Drove too fast
- ☐ Passed me too close
- ☐ Did not signal
- ☐ Harassed me
- ☐ Cut me off
- ☐ Ran red lights or stop sign

Other problems: _____

_____

Overall Driver Rating: (circle one)

1 2 3 4 5 6

5. Was it easy for you to use your bike?

☐ Yes ☐ Some problems:

- ☐ No maps, signs, or road markings to help me find my way
- ☐ No safe or secure place to leave my bicycle at my destination
- ☐ No way to take my bicycle with me on the bus or train
- ☐ Scary dogs
- ☐ Hard to find a direct route I liked
- ☐ Route was too hilly

Other problems: _____

_____

Overall Ease of Use Rating: (circle one)

1 2 3 4 5 6

6. What did you do to make your ride safer?

Your behavior contributes to the bikeability of your community. Check all that apply:

- ☐ Wore a bicycle helmet
- ☐ Obeyed traffic signal and signs
- ☐ Rode in a straight line (didn't weave)
- ☐ Signaled my turns
- ☐ Rode with (not against) traffic
- ☐ Used lights, if riding at night
- ☐ Wore reflective and/or retroreflective materials and bright clothing
- ☐ Was courteous to other travelers (motorist, skaters, pedestrians, etc.)

7. Tell us a little about yourself.

In good weather months, about how many days a month do you ride your bike?

- ☐ Never
- ☐ Occasionally (one or two)
- ☐ Frequently (5-10)
- ☐ Most (more than 15)
- ☐ Every day

Which of these phrases best describes you?

- ☐ An advanced, confident rider who is comfortable riding in most traffic situations
- ☐ An intermediate rider who is not really comfortable riding in most traffic situations
- ☐ A beginner rider who prefers to stick to the bike path or trail

How does your community rate? Add up your ratings and decide.

(Questions 6 and 7 do not contribute to your community's score)

1. _____
2. _____
3. _____
4. _____
5. _____
Total _____

26–30	Celebrate! You live in a bicycle-friendly community.
21–25	Your community is pretty good, but there's always room for improvement.
16–20	Conditions for riding are okay, but not ideal. Plenty of opportunity for improvements.
11–15	Conditions are poor and you deserve better than this! Call the mayor and the newspaper right away.
5–10	Oh dear. Consider wearing body armor and Christmas tree lights before venturing out again.

Did you find something that needs to be changed?

On the next page, you'll find suggestions for improving the bikeability of your community based on the problems you identified. Take a look at both the short- and long-term solutions and commit to seeing at least one of each through to the end. If you don't, then who will?

During your bike ride, how did you feel physically? Could you go as far or as fast as you wanted to? Were you short of breath, tired, or were your muscles sore? The next page also has some suggestions to improve the enjoyment of your ride.

Bicycling, whether for transportation or recreation, is a great way to get 30 minutes of physical activity into your day. Riding, just like any other activity, should be something you enjoy doing. The more you enjoy it, the more likely you'll stick with it. Choose routes that match your skill level and physical activities. If a route is too long or hilly, find a new one. Start slowly and work up to your potential.

Appendix 3. Union Point Walkability Routes

Take a walk and use this checklist to rate your neighborhood's walkability.

How walkable is your community?

Location of walk _____

_____

Rating Scale:

1	2	3	4	5	6
awful	many problems	some problems	good	very good	excellent

1. Did you have room to walk?

☐ Yes ☐ Some problems:

- ☐ Sidewalks or paths started and stopped
- ☐ Sidewalks were broken or cracked
- ☐ Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
- ☐ No sidewalks, paths, or shoulders
- ☐ Too much traffic
- ☐ Something else _____

Locations of problems: _____

Rating: (circle one)
1 2 3 4 5 6

_____

_____

2. Was it easy to cross streets?

☐ Yes ☐ Some problems:

- ☐ Road was too wide
- ☐ Traffic signals made us wait too long or did not give us enough time to cross
- ☐ Needed striped crosswalks or traffic signals
- ☐ Parked cars blocked our view of traffic
- ☐ Trees or plants blocked our view of traffic
- ☐ Needed curb ramps or ramps needed repair
- ☐ Something else _____

Locations of problems: _____

Rating: (circle one)
1 2 3 4 5 6

_____

_____

3. Did drivers behave well?

☐ Yes ☐ Some problems: Drivers...

- ☐ Backed out of driveways without looking
- ☐ Did not yield to people crossing the street
- ☐ Turned into people crossing the street
- ☐ Drove too fast
- ☐ Sped up to make it through traffic lights or drove through traffic lights?
- ☐ Something else _____

Locations of problems: _____

Rating: (circle one)
1 2 3 4 5 6

_____

_____

4. Was it easy to follow safety rules? Could you and your child...

☐ Yes	☐ No	Cross at crosswalks or where you could see and be seen by drivers?
☐ Yes	☐ No	Stop and look left, right and then left again before crossing streets?
☐ Yes	☐ No	Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
☐ Yes	☐ No	Cross with the light?

Locations of problems: _____

Rating: (circle one)
1 2 3 4 5 6

_____

_____

5. Was your walk pleasant?

☐ Yes ☐ Some unpleasant things:

- ☐ Needed more grass, flowers, or trees
- ☐ Scary dogs
- ☐ Scary people
- ☐ Not well lighted
- ☐ Dirty, lots of litter or trash
- ☐ Dirty air due to automobile exhaust
- ☐ Something else _____

Locations of problems: _____

Rating: (circle one)
1 2 3 4 5 6

_____

_____

How does your neighborhood stack up? Add up your ratings and decide.

1. _____
2. _____
3. _____
4. _____
5. _____

Total _____

26–30	Celebrate! You have a great neighborhood for walking.
21–25	Celebrate a little. Your neighborhood is pretty good.
16–20	Okay, but it needs work.
11–15	It needs lots of work. You deserve better than that.
5–10	It's a disaster for walking!

Now that you've identified the problems, go to the next page to find out how to fix them.